ROAD SAFETY OPERATIONAL PARTNERSHIP GROUP

Cycling and Road Safety Meeting
Wednesday 21 March 2012, Conf Room 1, Victoria Quay, Edinburgh

Keith Brown, Minister for Housing and Transport (Chair)

Operational Partnership Group Members

Matt Perkins, Statistician, Transport Scotland
Caroline Thomas, Senior Marketing Manager, Scottish Government
Donna Easterlow, Principal Research Officer, Transport Scotland
Mairi Blair, Assistant Director, Road Safety Scotland
Leslie Harrold, Chair, Institute of Road Safety Officers
Eleanor Gibson, Road Safety Training Officer, South Lanarkshire Council
Kathleen Braidwood, Road Safety Officer, RoSPA Scotland
Paula Black, Policy Officer, Crown Office
George Mcgrandles, Area Commander, Strathclyde Fire and Rescue
Jane Greer, Road Safety Manager, Fife Constabulary
Neil Greig, Director of Research and Policy, Institute of Advanced Motorists
Hugh Gillies, Head of Network Operations, Transport Scotland
Bob Muir, Director, Scottish Safety Camera Programme
Jill Mulholland, Road Safety Team Leader, Transport Scotland
Kate Wheaton, Road Safety Policy Manager, Transport Scotland
Mike Berry, Road Safety Framework Manager, Transport Scotland
Laura Fisher, Road Safety Officer, Northern Constabulary
Gill Wylie, Community Safety Unit, Scottish Government
Andy Duff, Senior Engineer, Traffic, Moray Council
Neil Chisholm, Engineer, South Lanarkshire Council
Alan Duncan, Chief Inspector, Lothian and Borders Police
Michael McDonnell, Director, Road Safety Scotland
Ian Robertson, Road Safety Policy Team, Transport Scotland

Additional Invited Attendees

Alison Johnstone MSP, Green Party – Speaker
Chris Oliver, Chair, Cyclists’ Touring Club – Speaker
Marshall Poulton, Head of Transport, City of Edinburgh Council - Presenter
Ian Aitken, Chief Executive, Cycling Scotland - Presenter
John Lauder, Director, Sustrans Scotland - Presenter
George Gillespie, Assistant Director, Land & Environmental Services, Glasgow City Council - Presenter
Ian Findlay, Chief Executive, Paths for All
Karen Furey, Sustainable Transport Team, Transport Scotland
Dave du Feu, Spokes
George Cairns, Road Engineer, Glasgow City Council
Danny Chalmers, Communications, Transport Scotland
Donna Watson, Communications, Transport Scotland
1 Welcome

1.1 The Minister thanked everyone for attending this meeting convened following a fourth cycling fatality on Edinburgh’s roads over the previous twelve months. The Minister recognised the effort of partners which is reflected in Scotland currently having its lowest road casualty figures since records began. He recognised, however that while there are still deaths on Scotland’s roads then there would always be more that could and would be done.

1.2 He stressed the need for all partners to continue to work together, share ideas and expertise, and deliver road safety for all road users at both a national and a local level. The Minister also cautioned against apportioning blame to either motorists or cyclists saying that in his view that is neither helpful nor tenable.

1.3 The Minister invited attendees to give mature consideration of all the available interventions with a view to identifying a clear set of action for partners to take away from the day’s debate.

2. Statement – Alison Johnstone MSP

2.1 Alison Johnstone said that cycling success is a story on which we want to build but we also need to learn as we go forward. Central to that is for cycling to be seen as safe as well as enjoyable and that we must develop a culture of mutual respect and tolerance. To achieve that vision, three main priorities must be addressed. These are speed, road design, and training. Residential and shopping areas should introduce speed limits of 20mph. More specifically she believed that there should be a review of those junctions identified as being most problematical for cyclists. SG should publish list of 50 worst junctions. In addition, the needs of cyclists should be considered in new road build and road maintenance schemes, including incremental improvements as a matter of course whenever road works take place. Furthermore, how we deliver cycle training, should be revisited to see if it is the best that can be achieved, highlighting that Scotland while 70% of Scottish children receive cycle training only 31.5% receive this training on-road. We need to catch up with England’s 60% on-road delivery and work to ensure all Scottish children receive on-road training. Alison Johnstone noted that the latest fatalities occurred on city roads with speed limits of 40mph, traffic islands, parked cars and used by cyclists and pedestrians too, raising the question of why such roads have a higher speed limit and calling for a review.

3. Statement – Chris Oliver

3.1 Mr Oliver recognised the traumatic affect on victims of road traffic accidents and their families. He saw the value in the getting together of all interested parties to share ideas and resolve conflict. In particular, Mr Oliver said that statistics from A&E (trauma) units could be made available to assist
in related research. He believed there was much to be gained from the widespread introduction of lower speed limits, in particular 20 mph limits in residential and shopping areas and a maximum 30 mph limit on other minor urban roads. As well as dialogue and slower speeds, benefit could also be gained from infrastructure improvements.

4. Open Discussion - One

4.1 Dave de Feu highlighted the experience of EU countries where segregated routes for cyclists are prominent and recommended that approach for Scotland. He called for cycling targets and road safety targets to be better connected. Both are important.

4.2 Andy Duff explained that from an engineering viewpoint the retro-fitting of roads is an issue, with roundabouts especially a main problem area. He believed it was much more straightforward to cater for cyclists’ need in new build schemes. He would welcome any new research that may be commissioned to look at the issues.

4.3 Ian Aitken also called for more cycle routes but that segregation could interfere with the cycling infrastructure. There are different issues for male, female and elderly cyclists. He suggested making better use of the central funding given to implementing the Cycling Action Plan for Scotland. The Minister said a culture change is required.

4.4 Ian Findlay stressed that being aware of the respective needs of all road users is required whilst also looking after the most vulnerable. In common with others present Ian also stressed a need for behaviour change, mutual respect, tolerance and understanding of rules.

5. Presentation – Marshall Poulton, City of Edinburgh Council

Edinburgh Council looks to work with all key stakeholders to benefit cyclists in the City. The Council has in place a service level agreement with utility companies for better negotiation of roadworks for cyclists. The Council also has in place a long-term active travel action plan containing 68 pro-active interventions to be achieved by 2020. Edinburgh is one of 22 cities to sign up to the EU cycling charter. The city has promoted a 20 mph scheme to all residential roads in south central Edinburgh, only keeping 30 mph in place on radial routes after discussions with the police. Marshall Poulton felt now was the time to consider a move towards marketing and to promotion and branding in order to influence road user behaviour and gain stronger conspicuity for cyclists.

6. Presentation – George Gillespie, Glasgow City Council

It was recognised that road casualty figures were consistent over the last five years while in the same period there had been a 50% increase in cycle use, and an increase in numbers cycling in the city centre. It was suggested that a targeted 50/50 campaign was needed to reinforce that the road is a shared
space – “Be Aware – Commute with Care”, campaign in Glasgow. He reported that Glasgow cycle stats show more accidents Tuesday – Thursday. Not Friday to Monday – there did not seem to be any clear reason for this. Glasgow has 250km of cycle routes, and “Fit For Life” strategic plan for cycling. Acknowledged that road safety issues are a barrier in encouraging people to cycle

7. Open Discussion – Two

7.1 Neil Greig thought that the right cycle training mechanism was not yet in place. Also some thought should be given to the introduction of a cycle rectification scheme as happens in England.

7.2 Hugh Gillies offered to broker a meeting with professional drivers associations to target professional drivers and trade associations with regard to shared road space.

7.3 Kathleen Braidwood called for inspection of vehicles – HGVs have a large area around the vehicle where cyclist and pedestrians are invisible. She also suggested that all road users should be aware of cycle training.

7.4 John Lauder suggested that we look to other countries which have good ideas. Denmark, Finland and Norway are countries like Scotland who were where Scotland is now 10 years ago. He also suggested that London had best practice schemes as had Fife.

7.4 Ian Aitken talked about the new national campaign for young cyclists – Give Me More Space. This makes children more conspicuous and increases the confidence of parents.

7.5 TFL training videos were raised

7.6 Dave de Feu said we may get access to a new video used to help train Lothian Bus drivers.

8. Minister’s Closing Remarks and Actions

The Minister had to leave the meeting at this point due to a further engagement. Prior to this he thanked everyone for their contributions and recognised what had been achieved to date through their expertise and professionalism. He appreciated the agreement reached on future actions to be taken and their commitment to make the use of Scotland’s roads safer for everyone. Jill Mulholland took over the role of Chair at that point and the meeting continued.

9. Presentation – Ian Aitken, Cycling Scotland

9.1 Ian Aitken outlined the work of Cycling Scotland. In regard to the Bikeability training schemes he said that in Scotland there is now a strong move in the transition from off-road towards on-road training for children. He
would be speaking with the people involved to get the ‘Give me cycle space’ campaign extended

10. Open Discussion – Three

10.1 Kathleen Braidwood suggested that it might be possible for training to be offered when a bicycle is purchased, in order to encourage training for adults as well as children, and Ian Aitken suggested that data from bike shops might assist in the development of this idea.

10.2 Michael McDonnell suggested that there might be an opportunity for the Scottish Occupational Road Safety Alliance (ScORSA) to look at doing work on mutual respect between road users. Also said there was scope for Road Safety Scotland to do more work with Cycling Scotland on social marketing, perhaps encouraging the use of social media.

10.3 Karen Furey said that giving awards for training is positive as it highlights the importance of training. SG offers training. Employers could be more involved.

11. Presentation – John Lauder, Sustrans

11.1 John summarised 3 pilot schemes part-funded by Transport Scotland that will benefit cyclists:

- “Flashing Amber” Project (Glasgow) - Improving safety for cyclists travelling on section of road segregated from motor traffic and pedestrians. Includes the installation of flashing amber lights as part of traffic control system to help accommodate cyclists.

- Project at Dores (Inverness) - Creating a quality, safe route to school and a much needed commuting link on and into Inverness. The link will give additional option for commuters to travel actively into city centre by cycling or walking. Accident reductions expected, through taking cyclists off the busy and dangerous A82 on the North of the Loch.

- Project at Galatown (Kirkcaldy) - Re-designing a neighbourhood to “Designing Streets” standard (SG Planning Policy document) and thus allowing pedestrians and cyclists to avoid busy roads on their trips.

11.2 John also reminded everyone that there was no need to completely re-invent schemes and that there was plenty of evidence from continental countries that we could call on.

11.3 Alan Duncan informed the meeting that police do pro-active work with regard to cyclists and visibility he called for a national initiative in Scotland for the mandatory wearing of cycle helmets. He said moped drivers must wear helmets and cyclists frequently reach 30mph. Scotland could lead the way and host the debate. Jill Mulholland said that the Road Safety Framework contains a commitment to look at this issue.
11.4 Neil Chisholm said that we need to know what the common causes of accidents involving cyclists. Chris Oliver said that sharing epidemiological data on injuries might help.

11.5 Jill Mulholland, in closing the meeting, said that partnership amongst all stakeholders was vital, and that the role of the Operational Partnership Group was key. There was also a role for Government in assisting with evaluation of interventions, disseminating evidence to those at a local level, and encouraging best practice based on that evidence. Jill thanked everyone for their contribution to the meeting, and indicated that a minute would be circulated in due course.

**ACTION POINTS AGREED:**

- **Action:** Hugh Gillies to broker a meeting with professional drivers associations to target professional drivers and trade associations with regard to shared road space and training arrangements / materials.

- **Action:** Andy Duff to consult colleagues in the Society of Chief Officers of Transportation in Scotland (SCOTS) regarding their need for research support to assist planning and decision-making in relation to the retro-fitting of cyclist-friendly interventions on local roads, particularly roundabouts / junctions.

- **Action:** Kathleen Braidwood to liaise with Ian Aitken on suggestion that it might be possible for training to be offered directly to cyclists via cycle retailers. Cycling Scotland has retailer contacts and will investigate how this might be done. **Related Action:** Scottish Occupational Road Safety Alliance (ScORSA) to look at doing similar work via employers.

- **Action:** Ian Aitken / Michael McDonnell - Action: Ian Aitken / Michael McDonnell - Road Safety Scotland and Cycling Scotland to liaise on cross promotion by social media.

- **Action:** Transport Scotland statisticians to meet with Chris Oliver to discuss the epidemiological data collected from A&E (trauma) units as an additional source of information on cycling accidents and casualties to use alongside the Stats 19 data.